

AD-A136 119

SPILLWAY PIER SHAPE AT STOPLOG SLOT FOR CHIEF JOSEPH
DAM COLUMBIA RIVER W. (U) ARMY ENGINEER DIV NORTH
PACIFIC BONNEVILLE OR DIV HYDRAULIC L. JAN 83

1/1

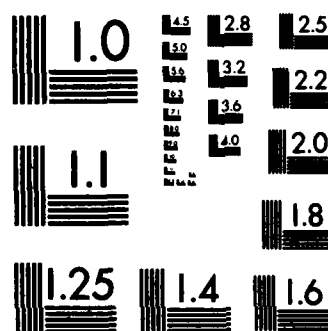
UNCLASSIFIED

TR-183-1

F/G 13/13

NL





MICROCOPY RESOLUTION TEST CHART
NATIONAL BUREAU OF STANDARDS-1963-A

**HYDRAULIC MODEL
INVESTIGATION**

TECHNICAL REPORT NO. 183-1

**Spillway Pier Shape at Stoplog Slot
for Chief Joseph Dam
Columbia River, Washington**

**SPONSORED BY
U. S. ARMY CORPS OF ENGINEERS
SEATTLE DISTRICT**

**CONDUCTED BY
DIVISION HYDRAULIC LABORATORY
U. S. ARMY CORPS OF ENGINEERS
NORTH PACIFIC DIVISION
BONNEVILLE, OREGON**

JANUARY 1983



**US Army Corps
of Engineers
Seattle District**

**DTIC
ELECTE
DEC 21 1983
S A D**

THIS DOCUMENT HAS BEEN APPROVED FOR PUBLIC RELEASE

83 12 20 011

DTIC FILE COPY

AD-A136119

REPORT DOCUMENTATION PAGE		READ INSTRUCTIONS BEFORE COMPLETING FORM
1. REPORT NUMBER Technical Report No. 183-1	2. GOVT ACCESSION NO. AD-A136119	3. RECIPIENT'S CATALOG NUMBER
4. TITLE (and Subtitle) SPILLWAY PIER SHAPE AT STOPLOG SLOT FOR CHIEF JOSEPH DAM COLUMBIA RIVER, WASHINGTON, Hydraulic Model Investigation		5. TYPE OF REPORT & PERIOD COVERED
7. AUTHOR(s)		6. PERFORMING ORG. REPORT NUMBER
9. PERFORMING ORGANIZATION NAME AND ADDRESS U.S. Army Engineer Division, North Pacific Division Hydraulic Laboratory Bonneville, Oregon 97008		8. CONTRACT OR GRANT NUMBER(s)
11. CONTROLLING OFFICE NAME AND ADDRESS U.S. Army Engineer District, Seattle P.O. Box C-3755 Seattle, Washington 98124		10. PROGRAM ELEMENT, PROJECT, TASK AREA & WORK UNIT NUMBERS
14. MONITORING AGENCY NAME & ADDRESS (if different from Controlling Office)		12. REPORT DATE January 1983
		13. NUMBER OF PAGES 24
		15. SECURITY CLASS. (of this report) UNCLASSIFIED
		15a. DECLASSIFICATION/DOWNGRADING SCHEDULE
16. DISTRIBUTION STATEMENT (of this Report) Approved for public release; distribution unlimited.		
17. DISTRIBUTION STATEMENT (of the abstract entered in Block 20, if different from Report)		
18. SUPPLEMENTARY NOTES		
19. KEY WORDS (Continue on reverse side if necessary and identify by block number) Hydraulic Models, Spillway Pier Shape, Stoplog Slots, Cavitation, Chief Joseph Dam		
20. ABSTRACT (Continue on reverse side if necessary and identify by block number) → The Chief Joseph Dam project was modified in the late 1970's to accommodate a 10-foot pool raise. Modification included raising and widening of the spill- way piers. Inspection of the piers reconstructed early in the modification contract revealed that the as-built pier shape in the vicinity of the stoplog slots was considerably out of tolerance from the design shape. The as-built shape raised concern over potential for cavitation resulting from localized areas of low pressure near the stoplog slots. A 1:30 scale model was used → ALL		

62-14
A
Unclassified

SECURITY CLASSIFICATION OF THIS PAGE(When Data Entered)

to study the pressure regime in the area of the stoplog slot for design shape, three as-built shapes, and three alternative shapes to evaluate limiting criteria for correction of the misalignment if required. Study results indicated that during spillway design flood conditions pressures on the as-built piers tested could result in cavitation damage. During the later stages of construction, the piers conformed closely to the design shape, and the Seattle District decided that modification of the earlier reconstructed piers was not warranted.

↑

Unclassified

SECURITY CLASSIFICATION OF THIS PAGE(When Data Entered)

PREFACE

Model studies to develop a modification of the Chief Joseph Dam spillway to accommodate a 10-ft pool raise were authorized by the Office, Chief of Engineers, on 20 August 1969 at the request of the U.S. Army Engineer District, Seattle (NPS). Under that authority, model tests were requested by NPS on 16 February 1979 to determine whether construction misalignments on the as-built pier runout occurring during prototype modification would cause cavitation conditions.

The studies were conducted at the North Pacific Division Hydraulic Laboratory from February to December 1979 under the supervision of Mr. P. M. Smith, Director. The tests were conducted by Mr. A. G. Nissila. This report was prepared by Mr. J. L. Lencioni of the Seattle District under the supervision of Mr. R. P. Regan, Chief, Hydraulics Section.



Accession For	
NIS GRA&I	<input checked="" type="checkbox"/>
NIS TAB	<input type="checkbox"/>
Unannounced	<input type="checkbox"/>
Notification	
Distribution/	
Availability Codes	
Avail and/or	
Special	
A-1	

TABLE OF CONTENTS

	<u>Page</u>
PREFACE	i
CONVERSION FACTORS, U.S. CUSTOMARY TO METRIC (SI) UNITS OF MEASUREMENT	iii
Part I: INTRODUCTION	1
The Prototype	1
Construction Tolerance Problems	3
Purpose of Model Studies	3
Part II: THE MODEL	4
Part III: TESTS AND RESULTS	5
Spillway Design Flood Condition	5
40-Foot Gate Opening Condition	5
Part IV: SUMMARY	6
TABLES 1 TO 3	
PHOTOGRAPHS 1 TO 6	
PLATES 1 TO 4	

CONVERSION FACTORS, U.S. CUSTOMARY TO METRIC (SI)
UNITS OF MEASUREMENT

U.S. customary units of measurement used in this report can be converted to metric (SI) units as follows:

<u>Multiply</u>	<u>By</u>	<u>To Obtain</u>
Feet	0.3048	Metres
Miles	1.609344	Kilometres
Feet per second	0.3048	Metres per second
Cubic feet per second	0.283168	Cubic metres per second
Pounds (mass)	0.4535924	Kilograms
Kilowatt-hours	3,600,000	Joules

SPILLWAY PIER SHAPE AT STOPLOG SLOT FOR CHIEF JOSEPH DAM
COLUMBIA RIVER, WASHINGTON

Hydraulic Model Investigation

PART I: INTRODUCTION

The Prototype

1. Chief Joseph Dam is located on the Columbia River in the north central portion of the State of Washington. A location map is shown on figure 1. Principal features of the existing project (plate 1) include a 19-bay spillway and a powerhouse for 27 Francis turbines (total rating 2,069 megawatts (MW)).^{1/} There are no facilities for passage of fish or navigation past the dam. Overall length of the concrete sections is 4,300 ft; maximum height above foundation rock is 230 ft.

2. Details of the existing spillway are shown on plate 2. The spillway is designed to pass 1,200,000 cubic feet per second (cfs) at a head of 57.3 ft on the crest (reservoir pool elevation 958.8 ft)^{2/}. The ogee section corresponds to the Corps of Engineers' high dam shape for which the design head (41.6 ft) equals 0.73 of the maximum head on the crest. Flow is controlled with 36-ft-wide, 58.2-ft-high tainter gates supported by 13.0-ft-wide piers. Normal full pool is at elevation 956 ft.

3. Project modifications were accomplished between 1976 and 1980 to accommodate a 10-ft increase in normal pool elevation (946.0 to 956.0 ft). The modifications included increasing the spillway pier width from 9.0 to 13.0 ft to support narrower and higher spillway gates.

^{1/}A table of factors for converting U.S. customary units of measurement to metric (SI) units is shown on page iii.

^{2/}All elevations are in ft above National Geodetic Vertical Datum (NGVD).

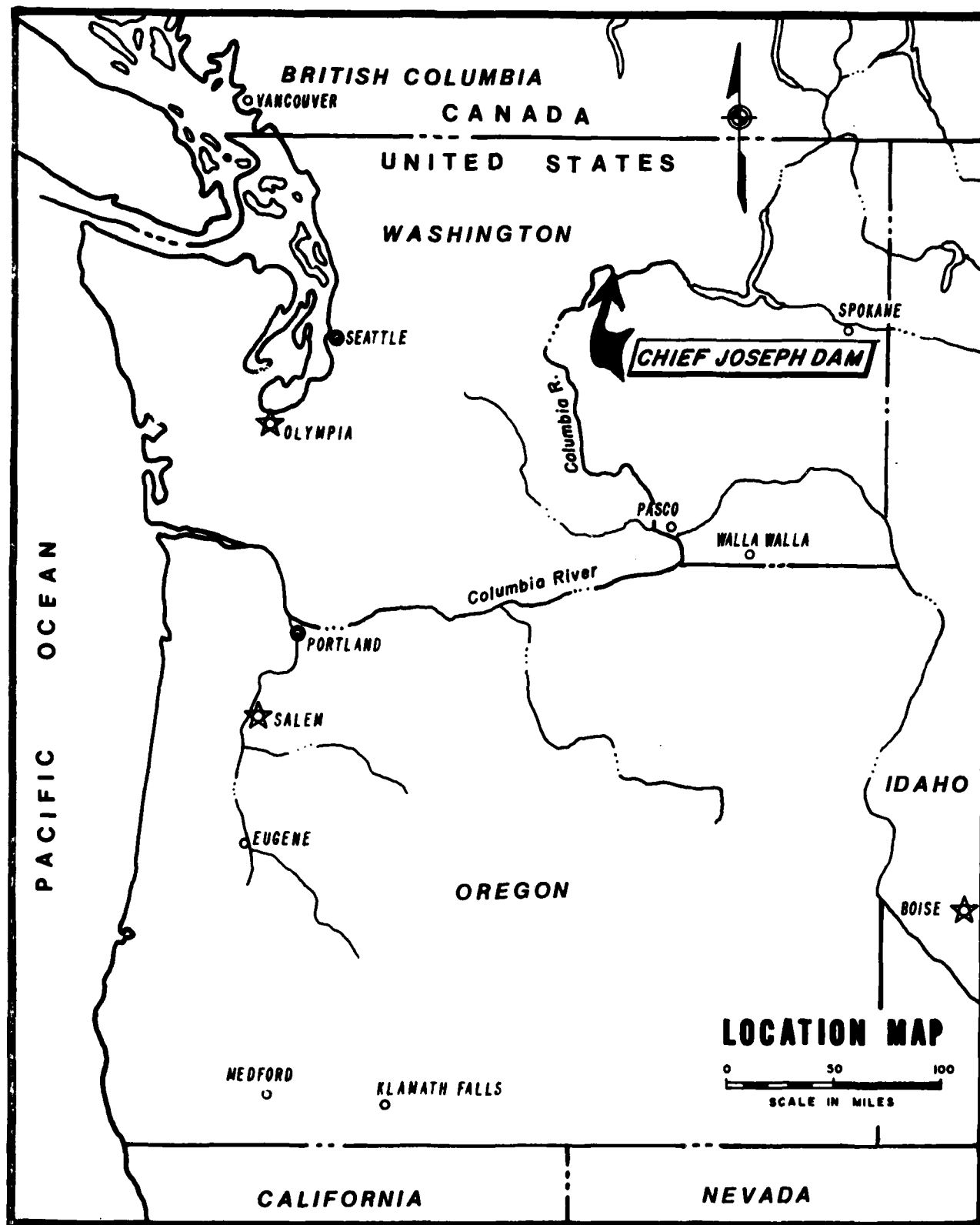


Figure 1

Construction Tolerance Problems

4. Inspection of the initial eight modified piers revealed that the as-built pier geometry in vicinity of the stoplog slot runout was considerably out of tolerance from the design geometry. Theoretical analysis indicated that the combination of as-built geometry and anticipated velocity/pressure regime at the stoplog slot could result in cavitation conditions at or near full gate spillway operation.

Purpose of Model Studies

5. A hydraulic model study was accomplished to determine the cavitation characteristics associated with the misaligned as-built spillway pier geometry. The model study was also designed to provide limiting criteria for correction of the misalignment, if required.

PART II: THE MODEL

6. A 1:30 scale model reproducing two full bays and two half bays of the spillway crest above elevation 792.5 ft, including piers and gates (see photographs 1 through 3 and plate 2), was used to study the pressure regime in the area of the stoplog slot. The center pier was constructed with a removable test section on the right side in order to allow for relatively simple model changes from one test geometry to the next. The left side of the center pier and the other two piers were constructed to the contract shape shown on plates 2, 3, and 4.

7. Seven test sections which reproduced the stoplog slot, 10.5 ft downstream from the slot, and 30 ft above the spillway crest were evaluated. The removable test section depicting the contract design plan is shown in photograph 4. The geometry of the plans tested is shown on plate 3. Plans 1, 2, and 3 represented field surveyed as-built conditions of three of the piers which had the greatest misalignment, while plans 4, 5, and 6 were studied to evaluate limiting criteria for correction of the misalignment, if required.

8. Pressures were measured at the locations shown on plate 4 and described in table 1. These locations were selected because previous model studies^{1/} indicated that these locations would be in the lowest pressure area. Average pressures were measured using 1/2-inch-diameter water manometers. High and low instantaneous pressures were measured with electronic pressure cells and oscillographically recorded.

9. Model measurements were converted to prototype values using equations of similitude based on the Froude model law as follows:

<u>Dimension</u>	<u>Ratio</u>	<u>Scale Relation</u>
Length	L_r	1: 30
Discharge	$Q_r = L_r^{5/2}$	1: 4929.50
Pressure	$P_r = L_r$	1: 30

^{1/}Division Hydraulic Laboratory Technical Report 156-1, dated May 1979.

PART III: TESTS AND RESULTS

10. Pressures were measured with two operating conditions: (1) maximum free flow of 1,200,000 cfs (63,157 cfs/bay) depicting spillway design flood conditions and (2) 961,430 cfs (50,600 cfs/bay) depicting a large (40-ft) gate opening with normal full pool elevation 956 ft. The pressure data obtained from the tests are tabulated in tables 2 and 3.

Spillway Design Flood Condition

11. Table 2 shows pressures at spillway design flood condition. With all plans tested, including the contract design plan, average pressures downstream from the stoplog slots were subatmospheric, ranging between -3 and -8 ft of water. The minimum instantaneous pressure measured on any plan tested was -24 ft (plan 5, piezometer 1). The design plan exhibited only slightly better pressure conditions than the other plans. Pressures at piezometers 9-11 on the adjacent side of the test pier and 12-14 on the right side of the left pier, all of which were located at the same locations as piezometers 1-3 of the test pier, recorded essentially the same average pressures observed at the test section. Average pressures on the contract plan were within about 5 ft of those observed during the model studies referenced in paragraph 8. Photograph 5 shows the flow pattern occurring with the spillway design flood condition.

40-Foot Gate Opening Condition

12. Table 3 shows the pressure data observed with a 40-ft gate opening and normal full pool elevation 956 ft. Average pressures with all plans tested were above atmospheric, ranging between +5 and +14 ft of water. Instantaneous pressures were not observed for this condition. Photograph 6 shows the flow patterns for this condition.

PART IV: SUMMARY

13. As-built geometry of the stoplog runout on a number of the Chief Joseph Dam spillway piers modified early in the pool raise contract varied significantly from the contract design geometry. A 1:30-scale model was used to determine whether the as-built condition would cause potential cavitation problems. Seven separate runout shapes representing the contract plan, three shapes based on surveyed as-built data, and three other varying shapes were tested.

14. The model study results indicated that the dynamic pressures on the contract plan pier as well as the as-built pier shapes tested (plans 1-3) are significantly low; however, the pressures on the contract plan are not expected to cause cavitation damage. The as-built condition pressures are slightly lower than the contract plan condition and some cavitation damage can be expected with the spillway design flood condition. Based on the model study results, the Seattle District decided that modification of the as-built piers previously constructed would not be required. As spillway modification progressed, the contractors forming techniques improved and geometry of the piers constructed in the later stages of the contract closely conformed to the contract plan.

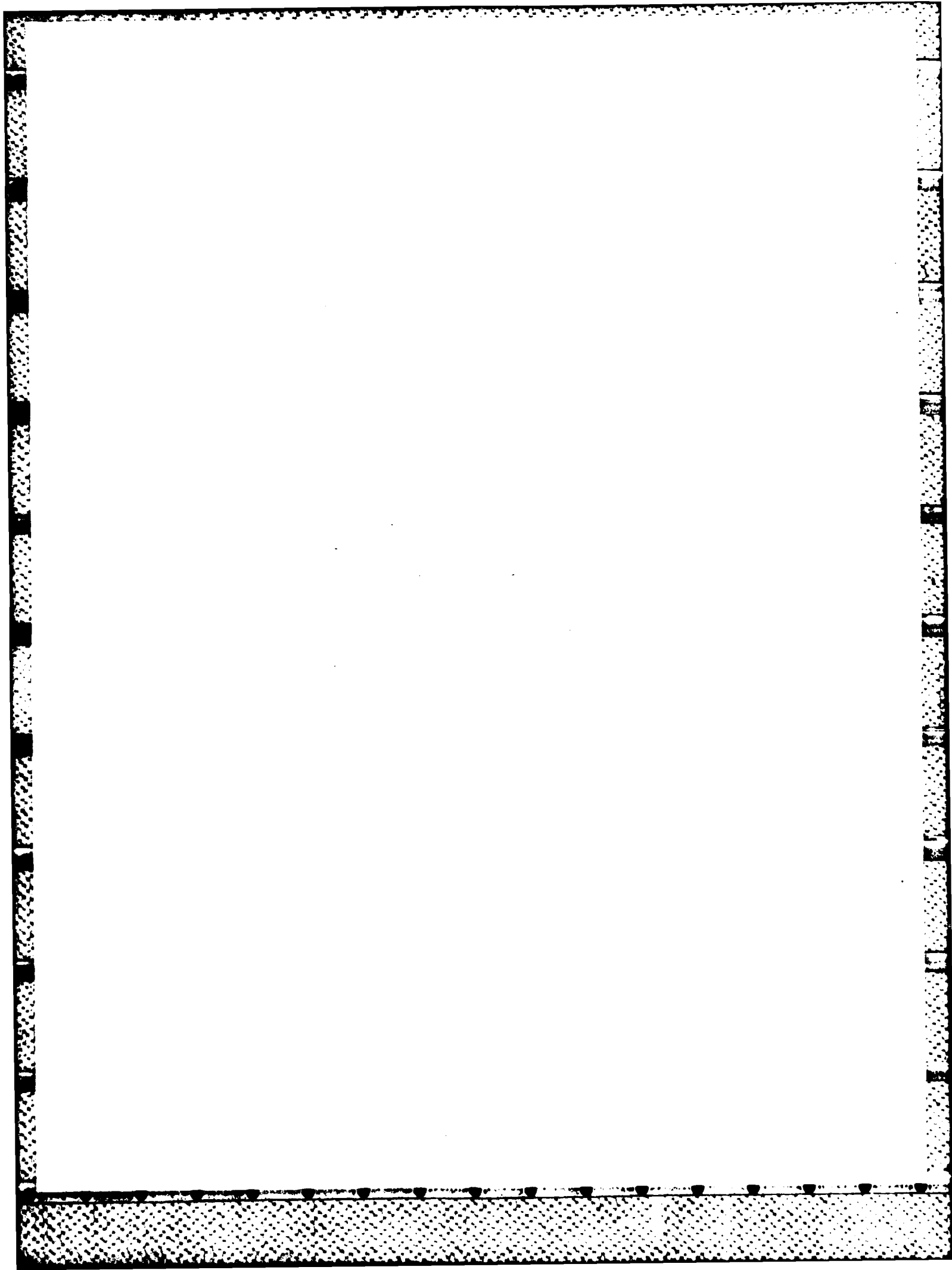


TABLE 1
PIEZOMETER LOCATIONS

Piezometer Number	Station	Elevation	Piezometer Number	Station	Elevation
Contract Plan			Plan 3		
1	9+92.8	900.7	1	9+93.0	900.6
2	9+94.4	901.2	2	9+94.9	901.2
3	9+96.2	901.5	3	9+99.0	901.8
4	9+98.0	901.7	4	10+00.9	901.8
5	10+00.0	901.8	Plan 4		
6	10+02.5	901.8	1	9+93.0	900.6
7	10+06.0	901.4	2	9+94.9	901.2
8	10+09.0	900.6	3	9+97.6	901.7
9	9+92.8	900.7	4	10+00.3	901.8
10	9+94.4	901.2	Plan 5		
11	9+96.2	901.5	1	9+93.0	900.6
12	9+92.8	900.7	2	9+94.3	901.0
13	9+94.4	901.2	3	9+96.6	901.5
14	9+96.2	901.5	4	10+00.3	901.8
Plan 1			Plan 6		
1	9+93.0	900.6	1	9+93.0	900.6
2	9+95.1	901.2	2	9+94.9	901.2
3	9+98.2	901.7	3	9+97.6	901.7
4	10+00.9	901.8	4	10+00.9	901.8
Plan 2					
1	9+93.0	900.6			
2	9+94.9	901.2			
3	9+97.6	901.7			
4	10+00.9	901.8			

Notes: 1. Details of pier plan shown on Plates 2 and 3.
2. Piezometer locations shown on Plate 4.

TABLE 1

TABLE 2

PRESSURES AT STOP LOG SLOTS

Spillway Discharge 1,200,000 CFS, Free Flow, Forebay Elev 958.8

Piezometer	Pressure in Feet of Water			Piezometer	Pressure in Feet of Water		
Number	High	Average	Low	Number	High	Average	Low
Contract Plan				Plan 3			
1	1	-7	-16	1	-2	-8	-19
2	3	-5	-15	2	4	-3	-10
3	4	-5	-11	3	-1	-6	-9
4	1	-5	-11	4	0	-4	-7
5	2	-5	-12	Plan 4			
6		0		1	-1	-8	-19
7		1		2	9	-4	-12
8		0		3	5	-1	-9
9		-7		4	7	-2	-9
10		-5		Plan 5			
11		-5		1	2	-6	-24
12		-7		2	3	-8	-13
13		-4		3	1	-5	-13
14		-4		4	2	-3	-9
Plan 1				Plan 6			
1	2	-6	-19	1	5	-8	-22
2	-1	-7	-13	2	5	-6	-16
3	-1	-6	-13	3	2	-4	-13
4	2	-1	-8	4	5	-2	-8
Plan 2							
1	10	-8	-21				
2	1	-6	-17				
3	3	-3	-15				
4	1	-3	-12				

- Notes: 1. High and low pressures measured with electronic pressure cells and average pressures measured with 1/2-in.-diameter water manometers.
2. Details of pier plans shown on Plates 2 and 3.
3. Piezometer locations listed in table 1 and shown on Plate 4.

TABLE 2

TABLE 3

PRESSURES AT STOP LOG SLOTS

Spillway Discharge 961,430 CFS, Gate Open 40 Ft, Forebay Elev 956.0

Piezometer Number	Plan						
	Contract	1	2	3	4	5	6
	Average Pressure in Feet of Water						
1	5	8	5	11	9	6	7
2	8	7	7	9	7	14	8
3	7	8	10	9	10	8	10
4	8	11	9	12	9	9	10
5	7						
6	10						
7	10						
8	7						
9	5						
10	7						
11	7						
12	7						
13	9						
14	8						

Notes: 1. Details of pier plans shown on Plates 2 and 3.

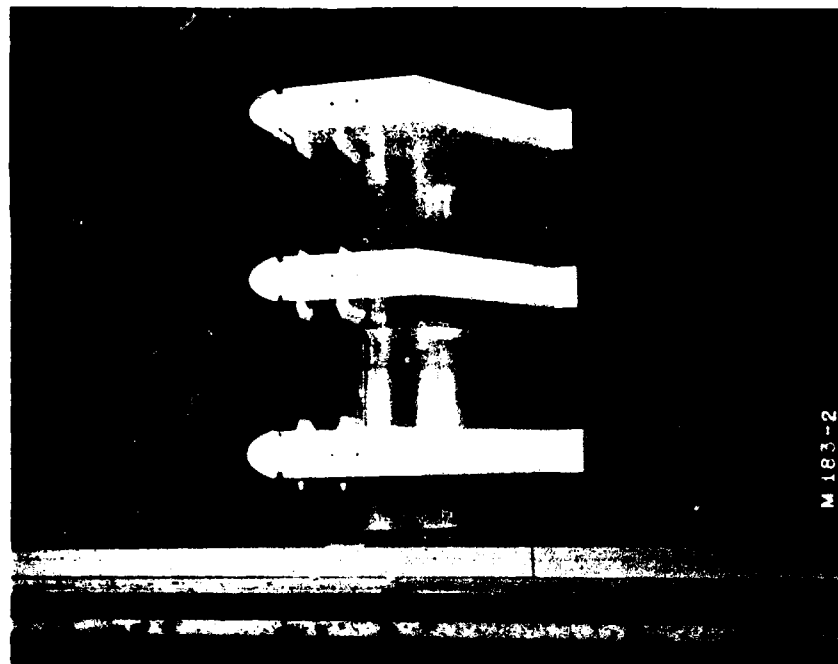
2. Piezometer locations listed in table 1 and shown on Plate 4.



Photograph 1

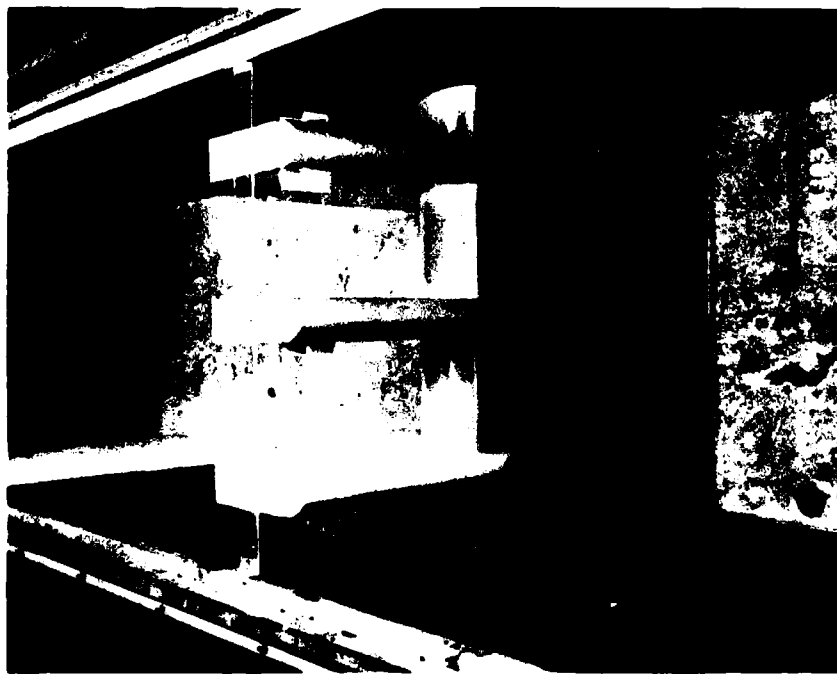
Looking upstream

Chief Joseph Spillway Pier Model
(with gates removed)



Photograph 2

Overhead



Photograph 3

Looking downstream at model with gates removed



Photograph 4

Close-up of test section with contract plan



Photograph 5

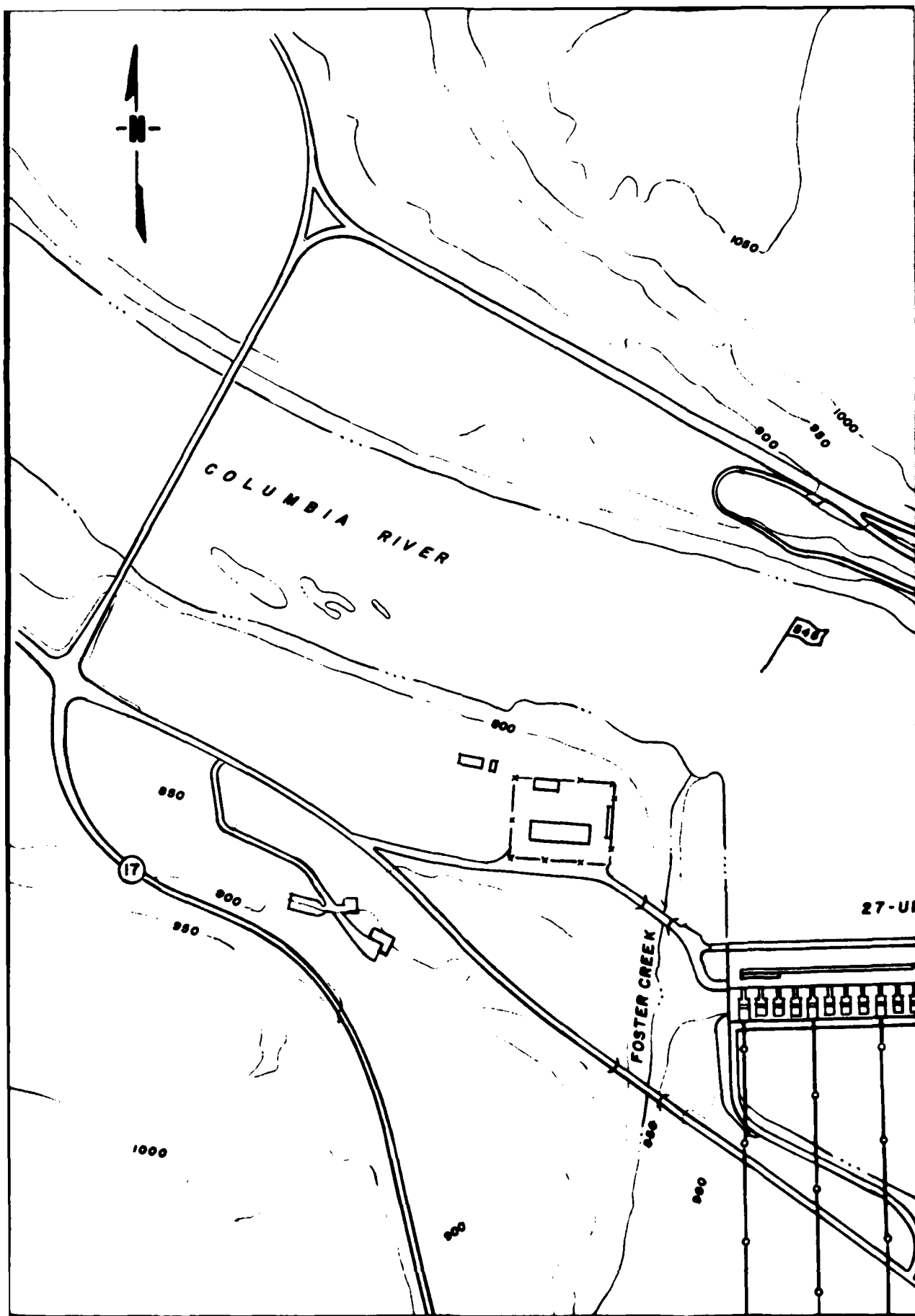
Spillway discharge 1,200,000 cfs
Free flow, forebay elev 958.8



Photograph 6

Spillway discharge 961,430 cfs
Gate open 40 ft., forebay elev 956.0

Typical flow patterns



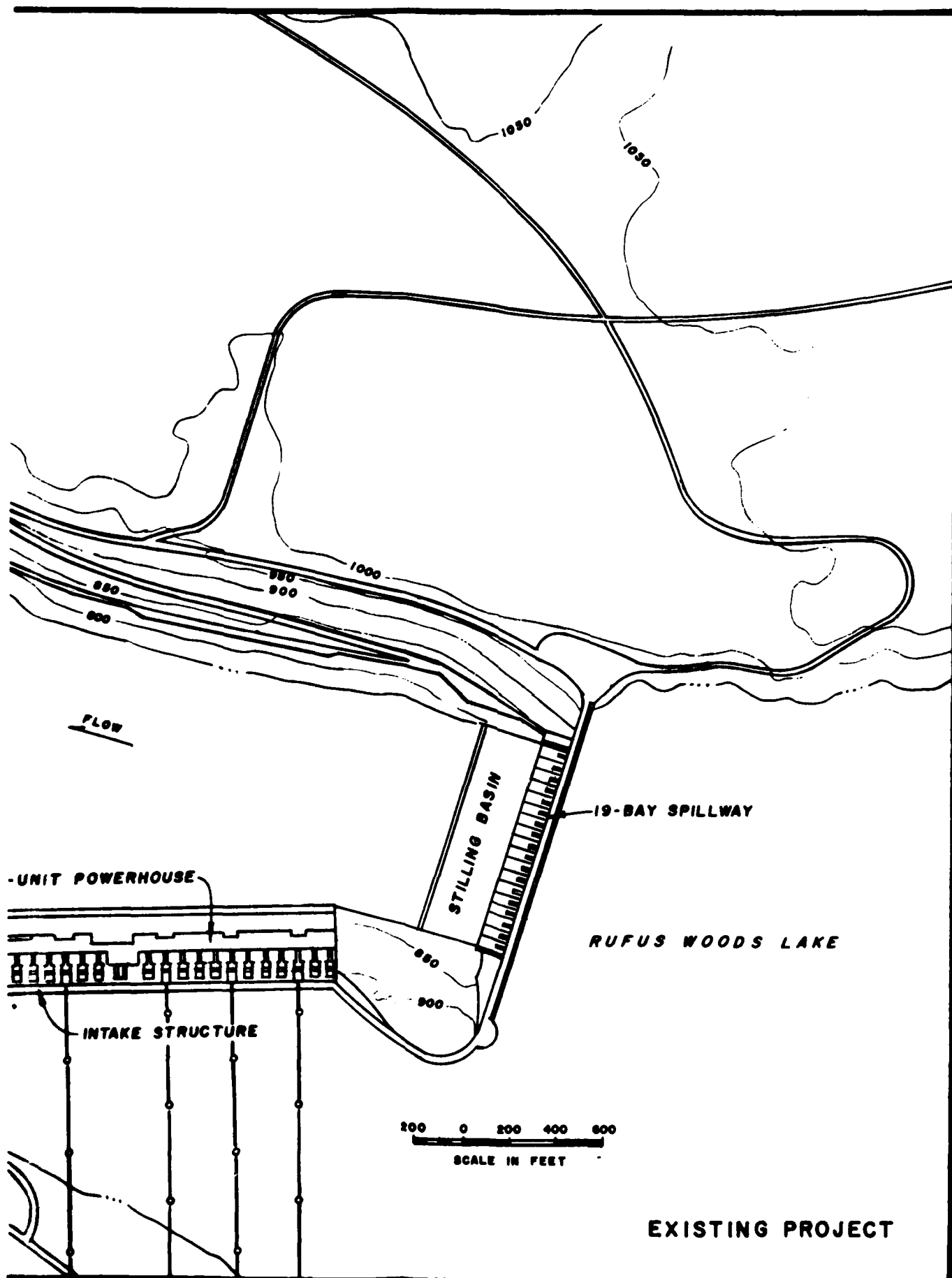
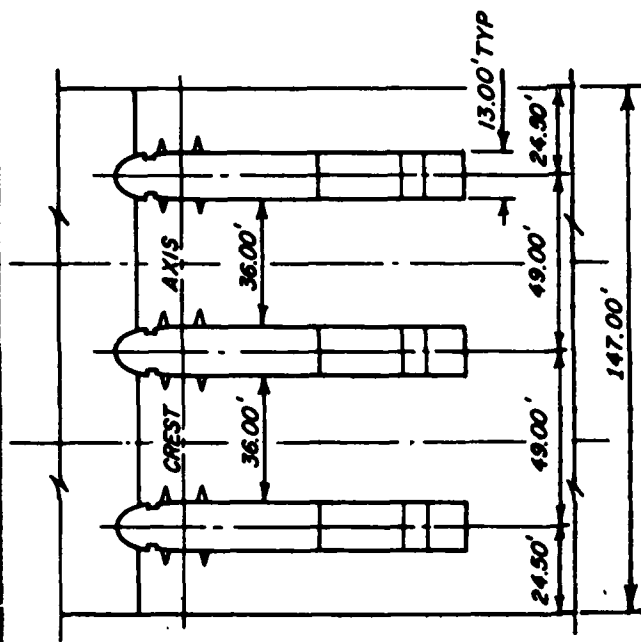
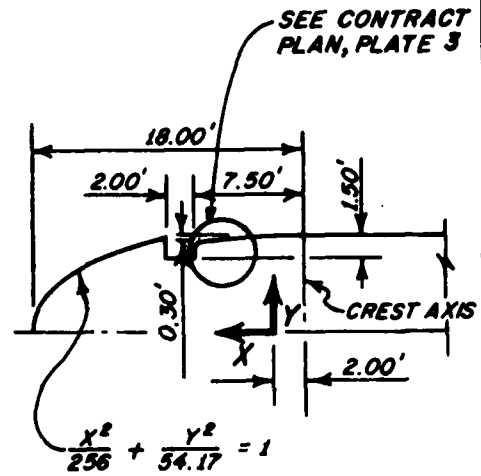


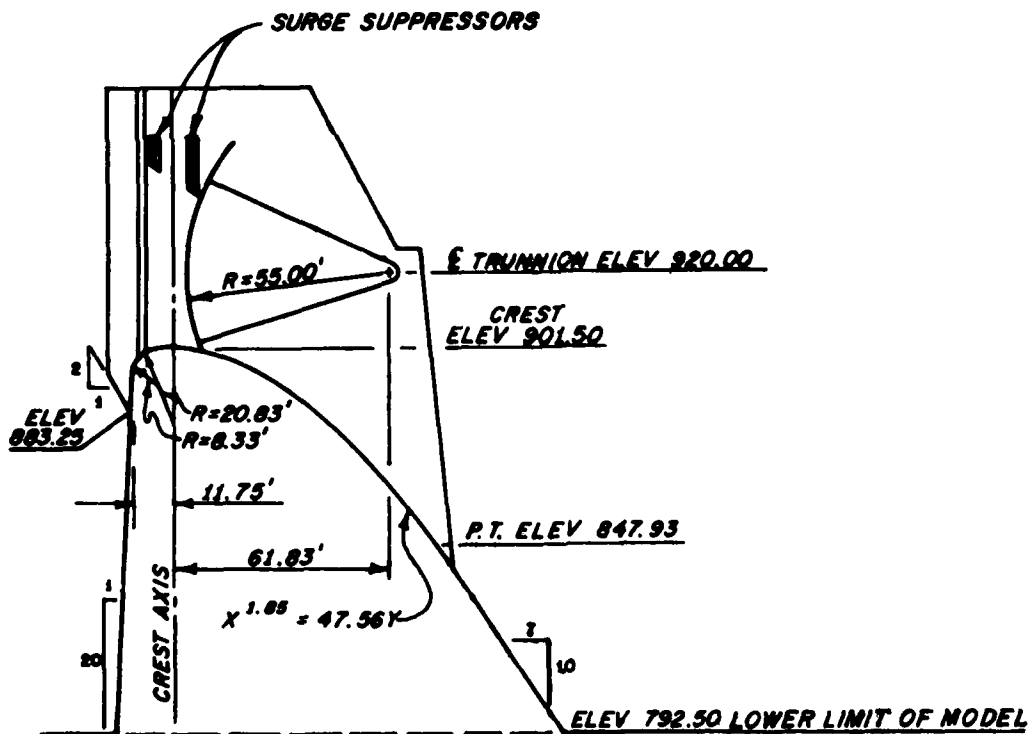
PLATE I



PLAN

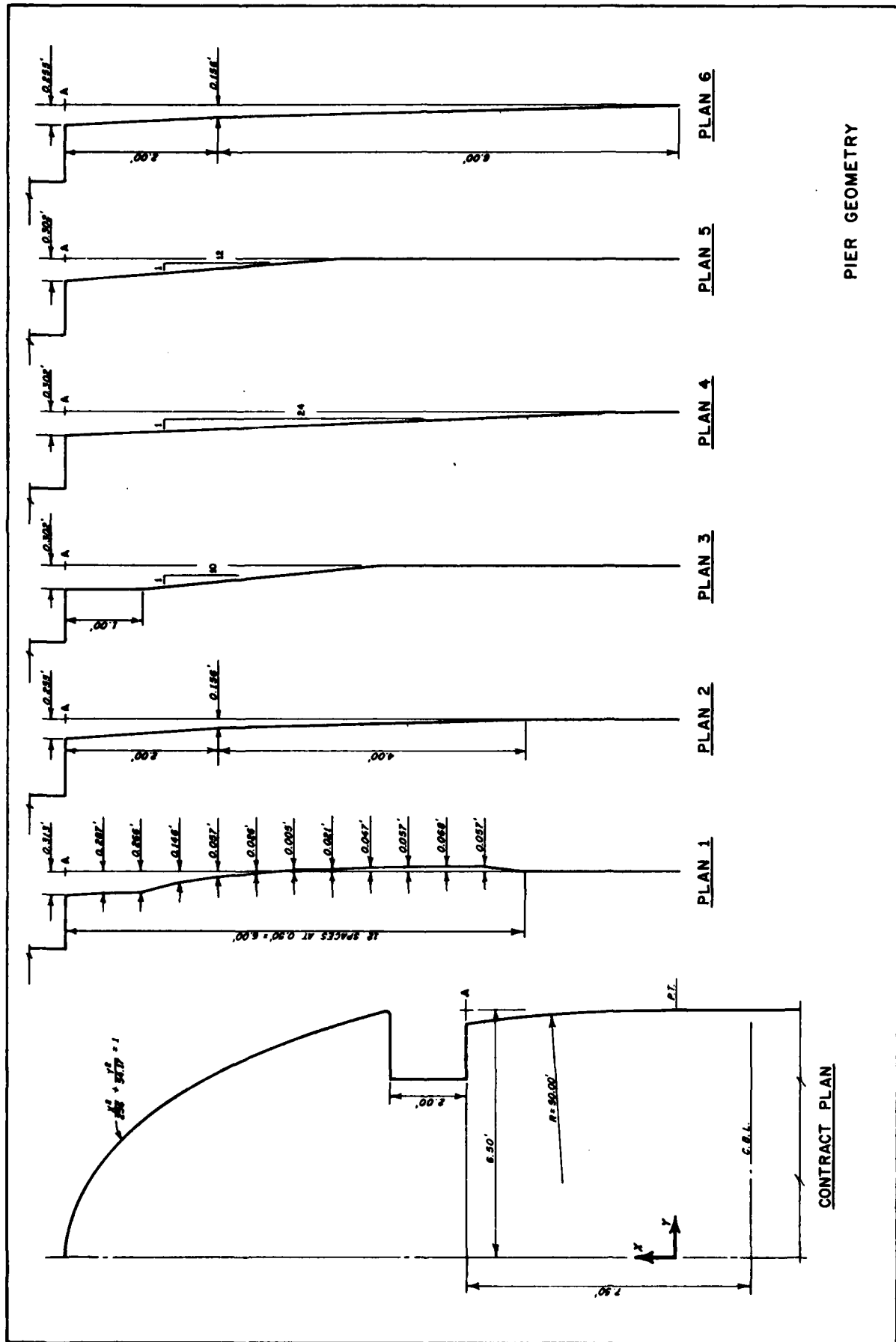


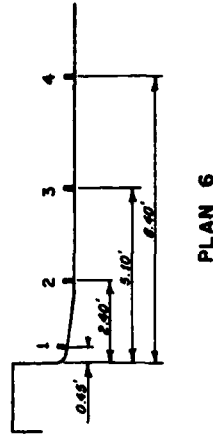
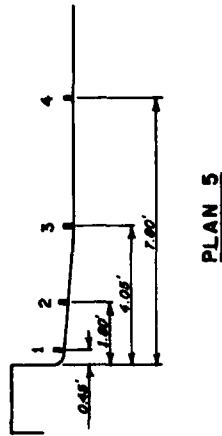
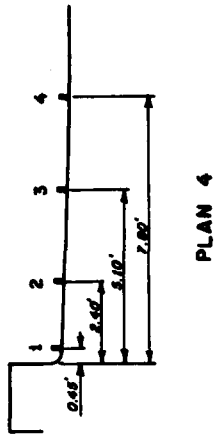
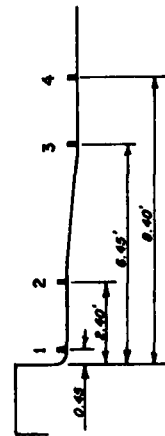
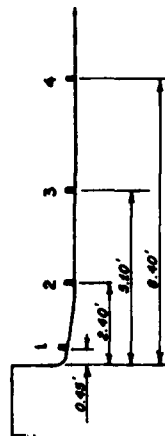
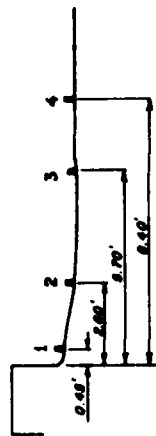
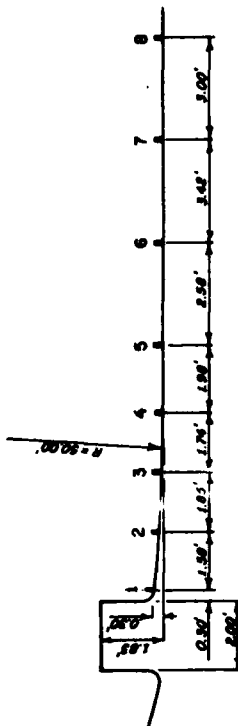
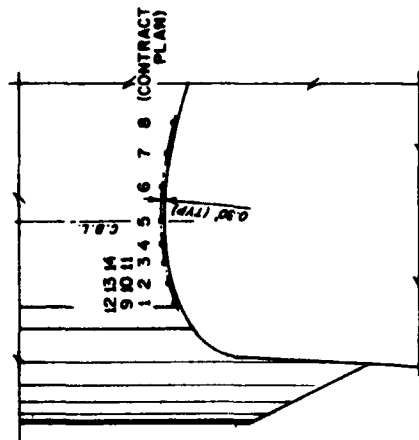
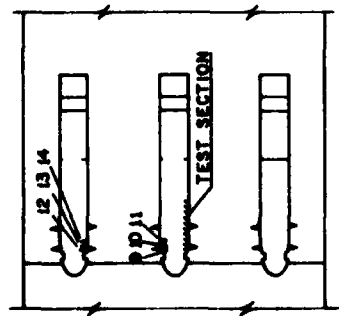
PIER NOSE DETAIL



SECTION

MODEL LAYOUT





PIEZOMETER LOCATIONS

LME
1-84